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Vol. IV.

JANUARY, 1924

No. 12

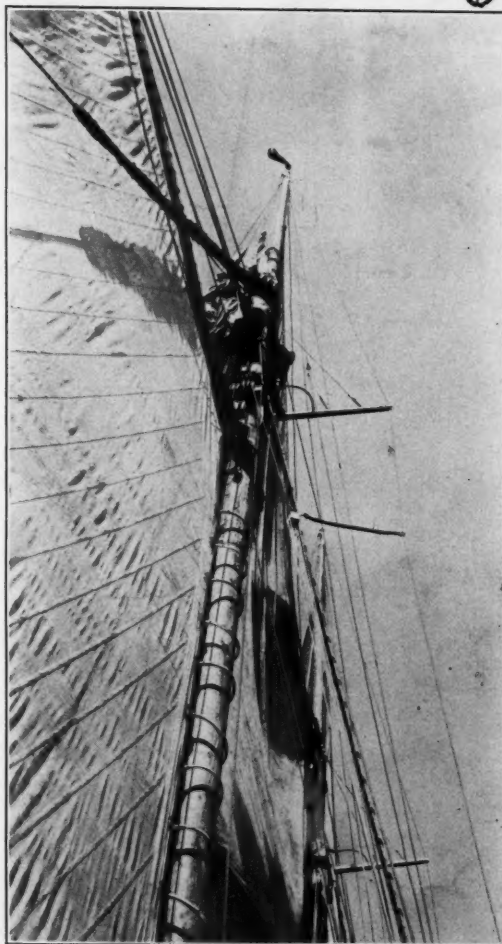
Running Rigging

has to be reliable to withstand the severe usage expected of it. The especially selected Pure Manila Fibre used in Columbian—the ideal Rope for running rigging,—enables it to withstand the heavy strains, the sharp bends on the blocks, and the action of brine, to which the Cordage on every fishing boat is subjected.

Columbian combines flexibility and ease of handling, together with remarkable strength and durability. In buying Rope, make sure you get the best by finding the familiar red, white and blue Columbian *Tape-Marker* within one of the strands.

When untwisted from its yarn-like form, this marker distinctly shows the printed words "Guaranteed Rope," certified by the signature "Columbian Rope Co." With this positive assurance of superior quality, the buyer is protected from substitution.

Write our nearest branch office today for a copy of the Columbian Catalogue and complete information.



EDWIN LEVICK



Columbian Rope Company

362-90 Genesee Street

Auburn, "The Cordage City" N. Y.

Branches: New York Chicago Boston New Orleans

Boston Office and Warehouse - 38 Commercial Wharf





Converse

Neptune

Fisherman's Boot

**TOUGH AND
PLIABLE**
at the toe

Strength without stiffness is essential if the upper of a boot, particularly across the ball of the foot, is to last as long as the sole. In the "Neptune" this is accomplished by building the upper as shown in the photograph. First, the merino wool lining, warm, durable and quick-drying, backed with rubber; next, another inner layer of rubber; above that the duck inner vamp; and outside the finest quality of live gum, just the right thickness to give long service without being too stiff or heavy for comfort.

The next time you see a pair of "Neptunes" with three or four months' wear to their credit, notice the solid texture of the rubber and the absence of cracks across the toe where the foot bends. The "Neptune" upper does not go porous.

Converse Rubber Shoe Co.

175 PURCHASE ST., BOSTON, MASS.

"Neptune" Dealers

No. 4—(Below) G. A. COLLAMORE, Est.
Friendship, Maine



No. 5—FRED S. SEAVEY, Port Clyde, Maine

Both stores shown are convenient sources of supply for fishermen around Friendship and Port Clyde, and carry flour, grain, groceries, hardware and general supplies in addition to a good stock of "Neptune" Boots.

BOLINDERS

BO-TYPE

Low Pressure — Surface Ignition

SOLID INJECTION

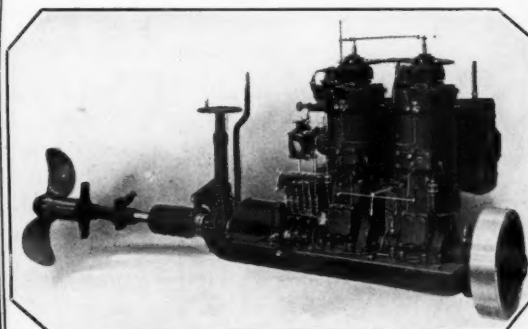
OIL ENGINES

are made by a factory that stands supreme in the whole world for precision of workmanship and the highest grades of materials used.



Above is a typical fleet of Norwegian fishing vessels, each BOLINDER equipped. And below is shown the type of engine used. They prefer the BOLINDER type of propeller with reversible blades. It makes it easy to operate the engine, and in a "one-man" boat invariably the control is extended to deck or to the steerman's position. The variations of speed required when fishing take but a moment's attention to the hand wheel.

Ask for Sections G and H of Catalog 2540



6 to 80 B. H. P. in single and double cyl. types.
Also direct reversible types in 6 to 500 B. H. P.

BOLINDERS COMPANY, INC.

30 CHURCH ST., NEW YORK CITY

New England Service Dept.:

180 STATE STREET, BOSTON, MASS.

Columbia Dry Batteries

—they last longer

—the Columbia Hot Shot steel case battery defies water and weather.



Packed with energy

INTENSE, fiery sparks start things moving and keep them going wherever Columbias are hitched. Lasting strength for heavy drains. Quick pick-up of fresh energy between uses in intermittent service. Easy to buy anywhere. Sell so fast that dealers are sure to have fresh stock.

Hot Shots contain 4, 5 or 6 Columbia Dry Cells in series in a neat, water-tight, weather-proof metal case.

Columbia Dry Batteries are sold by electrical, hardware and auto accessory shops, marine supply dealers, implement dealers, garages, general stores. Insist upon Columbia—Fahnestock Spring Clip Binding Posts on Columbia Ignitor at no extra cost.

NATIONAL CARBON COMPANY, INC.

New York

San Francisco

CANADIAN NATIONAL CARBON CO., Limited

Factory and Offices: Toronto, Ontario

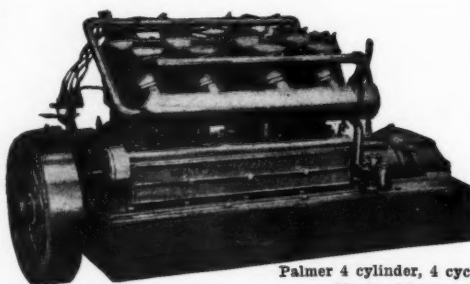
for

- Motor boat ignition
- Gas engine ignition
- Tractor ignition
- Starting Fords
- Door bells
- Buzzers
- Ringing burglar alarms
- Calling Pullman porters
- Running toys
- Telephone and telegraph
- Lighting tents and out-buildings
- Firing blasts
- Heat regulators
- Electric clocks
- Radio A

PALMER ENGINES AN UNFAILING QUALITY

POWER, Speed, Dependability, Durability and Economy are built-in qualities of Palmer Engines. They are strictly high-quality machines, built of the best material obtainable, made in an up-to-date plant and perfected by experienced engineers.

PALMER BROS. ENGINES, Inc.
COS COB, CONN.



Palmer 4 cylinder, 4 cycle,
Marine Motor

PALMER Engines are manufactured in three types: two cycle single and double cylinder type, four cycle medium duty type and our heavy duty type. Palmer Engines are manufactured from 2 to 85 horsepower; 1 to 6 cylinders.

BRANCHES: Baltimore 306 E. Lombard St. Boston 59 Haverhill St. New York 128 Lexington Ave. Philadelphia 9 N. 6th St. Portland, Me. Portland Pier Jacksonville, Fla. 122 So. Ocean St.



Cap'n Allswell says:

**My idea of the Gem of the Ocean is a
Columbian Propeller**

They've got that "Quality" of design which overcomes resistance to rotation and skin friction, and reduces slip-page to most nothin' at all. At the same time they're the sturdiest, toughest little drivers you ever saw. Send for the Columbian Book.

THE COLUMBIAN BRONZE CORP., 224 N. Main St., Freeport, L. I., N. Y.
New York City Sales, 44 Third Avenue



COLUMBIAN *Bronze* PROPELLERS



BAY STATE *Marine Paints*

There are special Bay State Marine Paints for all parts of a ship. Write for information.
WADSWORTH, HOWLAND & CO., Inc.
139 Federal Street, Boston, Mass.

WM. H. CHAMBERLAIN

*Power Dories, Sailing and Rowing Dories
Launches, Skiffs and Tenders*

14 ORNE STREET, MARBLEHEAD, MASS.

The Fish Net and Twine Co.

MANUFACTURERS OF

FISH NETTING and NET FITTINGS

MACKEREL NETS COTTON AND LINEN GILL NETS
POUND NETTING TRAP NETTING

We use a special high grade of twine for all these purposes. Samples will be gladly sent on request.

DON'T RUN IN A RUT! SEE HOW MUCH BETTER YOU CAN DO FOR YOUR MONEY!

310-312 Bergen Ave., Jersey City, N. J.

Branches:
Milwaukee, Wis.
Richmond, Va.

Not A "Trade Paper"

The ATLANTIC FISHERMAN is a paper for fishermen—producers—the men who actually fish for a living. It does not purpose to cover the fish trades; nor does it wish to be looked upon as a "trade paper." Rather do we like to think of it as a home paper for fishermen.

Our first care is that its pages be readable, for we believe that matters of human interest and practical vocational help are more to be desired by our readers than stereotyped "trade notes" and dry-as-dust statistical matter.

We want it to be regarded as a steady and reliable source of information, profit and entertainment by that vast army of 150,000 workfolk which constitutes our field.

Atlantic Fisherman

A "FARM" JOURNAL FOR THE
HARVESTERS OF THE SEA

Vol. IV. JANUARY, 1924 No. 12

DAVID O. CAMPBELL.....*Pres. and Treas.*
FRANK ARNOLD.....*Manager*
ARTHUR W. BRAYLEY.....*Editor*

Published Monthly at
100 BOYLSTON ST., BOSTON, MASSACHUSETTS
\$1.00 A YEAR 10 CENTS A COPY

Entered as Second Class Matter August
25, 1921, at the Post Office at Boston, Mass.,
Under the Act of March 3, 1879.

Fair Play

We believe that all the advertisements in this paper are trustworthy. As proof of our faith, we offer to make good to actual subscribers any loss sustained by trusting advertisers who prove to be deliberate swindlers.

However, we are not responsible for claims against individuals or firms adjudicated bankrupt, or where estates are in receiver's hands, or against whom bankruptcy or receivership proceedings are pending.

Nor shall we attempt to adjust trifling disputes between subscribers and honorable business men. This offer holds good for one month after the transaction causing the complaint.

To take advantage of this guarantee subscribers must always state in writing to or talking with any of our advertisers: "I saw your advertisement in ATLANTIC FISHERMAN."

Fishermen Need Radio

Fishermen, in the pursuit of their calling, must of necessity isolate themselves from the rest of the world. For this reason it is safe to say that no other industry lends itself more happily to the blessings of radio than the business of fishing.

In times past, as soon as the fisherman had sailed beyond earshot, he was out of touch with the world. From that time until he reached port he was strictly on his own resources. Though storm warnings might be flashed from end of the land to the other, the fisherman must have depended solely on his glass and his weather-eye for signs of impending peril. Perhaps, caught in a thick blanket of fog he would drift for days with only the results of his soundings to indicate his position on the chart. Or, after a good catch, he may have scurried to port only to find that there was a glut of fish on the day he landed, and his trip proved profitless.

Such are the vicissitudes that have beset the fisherman. His isolation not only made of his vocation the greatest gamble of them all, but it imperiled his property and his very life.

It is not hard to believe, then, that radio is destined to play a most important part in the business of fishing. The reception of weather reports, correct time and market conditions; and signals for determining his position at sea, to say nothing of entertainment to assuage the monotony of arduous toil—these benefits in themselves indicate the need of radio among fishermen.

The shore fishermen, too, usually operating from remote and isolated sections of the coast, will find radio a matter of sound business investment.

Our New Radio Section

So convinced are we that radio will be generally adopted by fishermen that we have this month inaugurated a radio section. We want you to send us your comments on and criticisms of this new department together with suggestions.

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With regard to the new advertisements carried in this issue, let us assure you folks that we stand squarely back of you in your relations with these concerns. May we call your attention again to the statement in the upper right hand corner of this page entitled "Fair Play."

Does an Ad in the "Fisherman" Pay?

Just before going to press the following letter was received which is so convincing that we print it without comment. We withhold the writer's name until we get his permission to publish it.

January 22, 1924.

Atlantic Fisherman, Inc.,

Gentlemen:

It is with great pleasure that I enclose check for \$8.00 for last month's ad. I know this little ad is bringing good results. It is enough to say that since advertising I have contracted for sufficient work to carry me until June 1st. Altogether I have six orders for boats ranging from 32-footers to 40-footers.

Yours very truly,

Woolsey Copper Oleate Net Preservative

Resists Fouling

Ready for use; no mixing necessary

Less inflammable than Gasoline thinners

Lengthens life of Nets and Gear

Made with Woolsey Superior Liquid

It provides, for the first time, a Correctly Proportioned Anti-Fouling Net Preservative, all ready for use

Put up in gallon cans, five gallon containers, half barrels and barrels

We also manufacture COPPER OLEATE COMPOUND in paste form, sold by the pound, for those who wish to mix their own

C. A. WOOLSEY PAINT AND COLOR CO., Jersey City, N. J.

Makers of Copper Paint and Marine Paint Specialties since 1853

THE 8-FOOT SHIPMATE RANGE



The length of this range can be increased indefinitely

SHIPMATE RANGES

In the galley range you need something you can depend upon, not only to withstand long, rough, hard usage, but to do the cooking efficiently, quickly and conveniently.

The SHIPMATE has been developed, by experience through many years of careful planning, to fill the bill.

SHIPMATES are found everywhere that vessels go.

Made by

The Stamford Foundry Company

Established 1830

STAMFORD, CONN.



*"I must down to the seas again, to the lonely
sea and the sky.
And all I ask is a tall ship and a star to steer
her by."*

Salt Water Ballads.

A vessel properly caulked with good oakum, with

STRATFORD OAKUM

stands the stresses of wind and wave to which she is constantly exposed.

Stratford Oakum has been keeping the ocean out for nearly a century. It is the best your money can buy. Be sure that you get it.

GEORGE STRATFORD OAKUM CO.

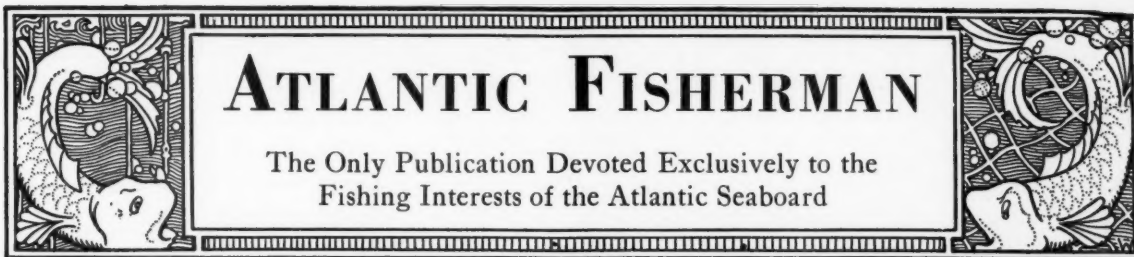
Jersey City, N. J.



NEW YORK NET & TWINE CO.

MOODUS, CONN., U. S. A.

ESTABLISHED 1829 INCORPORATED 1896



ATLANTIC FISHERMAN

The Only Publication Devoted Exclusively to the
Fishing Interests of the Atlantic Seaboard

Vol. IV.

BOSTON, MASS., JANUARY, 1924

No. 12

Fish Trade Scores Express Victory

Fisheries Association's Attorney Reports "Complete Victory for the Fish Industry"—Reductions Postponed to an Indefinite Date.

AS A RESULT of the U. S. Fisheries Association's appearance before the Interstate Commerce Commission at its recent express rate hearing a number of important concessions have been made on fish rates including a complete denial of the Express Company's petition for an average increase of 21 per cent.

In order to indicate the approximate result of the decision, Association Attorney Charles E. Cotterill says:

"As applied to the whole country there is a definite order requiring that on or before February 1st all commodity rates on fish shall be reduced to the basis in effect just prior to the last general increase. Such reduction in commodity rates is about ten per cent and as stated should be made effective under the order on February 1st, 1924.

"Now as to class rates the Commission's decision does not disclose on its face exactly what would be the result. There is no specific order made as to class rates but certain conclusions are expressed by the Commission with leave being granted the carriers and the public to appear before the Commission in March and to express criticism or support of such conclusions.

"In effect, therefore, the present decision is only tentative so far as concerns class rates.

"Should such tentative class rates become effective there would be reductions averaging about fifteen per cent throughout the territory west of the Mississippi River, reductions averaging slightly less than ten per cent throughout southern territory and increases of about five per cent in official territory.

"However, in connection with such tentative decision as to class rates it is important to call attention to the fact that the Commission specifically enjoins upon the express companies the duty of establishing additional commodity rates on fish. In other words, although in official territory there

would be under the tentative decision an average increase of about five per cent in class rates yet the purpose of the Commission is to take fish out of such increases and to require the establishment of new commodity rates on a reduced basis. While it is the evident view of the Commission that the details surrounding the establishment of such new commodity rates should be worked out in conference, it is very evident the Commission would make a specific order fixing new commodity rates should the express company fail to comply with the Commission's decision.

"Thus, the net result as applied to the fish industry there is to be an immediate reduction of approximately ten per cent in all existing commodity rates; later on there will be decreases in southern and western territory in all class rates which would cover such movements of fish in those territories as are made under class rates; in the north it is the decision of the Commission that although class rates might be increased approximately five per cent yet that fish should not be subjected to such increase in class rates but instead should be accorded new commodity rates on a reduced rate basis.

"I should say on the whole this is a complete victory for the fish industry. My only regret concerns the necessity of further proceedings before the Commission to support the class rate reductions in southern and western territories and probable further proceedings to enforce the establishment of new commodity rates on a reduced basis in the north."

RATE CUT HELD UP

A dispatch from Washington dated January 18 says that the Interstate Commerce Commission temporarily held up its recent decision ordering a reduction in express rates on foods. The reductions which "were to have been effective February 21" were postponed to an indefinite date.

Some Notes From Maine

By the FISHERMEN'S DOCTOR

THE NEW Swan's Island cable is in commission and is proving very valuable to the local fishermen. A representative of the Weather Bureau has been at the Island making tentative arrangements for storm signal displays, one at Atlantic and one at Old Harbor.

We had remarkably good fall weather, and so far there has been no ice to hinder navigation, and no very heavy storms have seriously crippled our fishing gear. But off and on for over two months the seas have been unusually rough, interfering with the lobstermen, and making bait extremely scarce and very high in price. It has been selling for two dollars and more per bushel. Consequently the local yield of lobsters has not been large and there have been no individual big catches. However, because of the higher price for lobsters most of the fishermen have made fair wages. Many of the fishermen of Atlantic, having no good winter harbor, have hauled their boats out on the bank; but at Swan's Island and Minturn many fishermen will continue lobstering all winter in so far as the weather permits.

During a nor'wester one night recently the motor boat of Seth Joyce broke its shackles and was blown ashore, but the tide happened to be just right when the boat filled so that no great damage was done. Rescue was effected next day without difficulty.

The Underwood Company at Bass Harbor are putting up clams, and most of the factories around the Bay are doing likewise.

Charles Herrick, whose interesting stories have been appearing in the ATLANTIC FISHERMAN, has returned from the mainland and taken up his abode at Old Harbor. Captain William Herrick has returned from Boston and will live with Charles.

The lobster smack "Crustacean," Captain Maynard Herrick, which is usually engaged in carrying lobsters between Atlantic and Rockland, has been hauled out on the ways at Stonington for the balance of the winter.

Captain Hiram Stanley is yet carrying lobsters from Burntcoat Harbor and Frenchboro to Rockland in the smack "F. M. Johnson."

Bait is still so scarce that local fishermen outfitters have to have bait-fish shipped here from long distances to supply the lobster catchers, and it necessarily fetches a very high price.

Before I forget it let me tell you that I must have the Atlantic Fisherman another year and also the Atlantic Fisherman's Almanac for the waiting-room and office, for the fishermen and even the fishermen's wives expect it as part of the institution.

There is no telling when you will get this because the mail-steamer left here Saturday morning, and that afternoon we heard by cable that there was such a gale and bad snowstorm over

there that the steamer would not leave Rockland. At night the storm struck hard here, and today, Sunday, there is a blustering easterly gale with snow, and the seas are piling up high on the eastern side of the Island. Without the cable we would be entirely isolated, and would not know whether the steamer were safe or not. But we have the cable and we do know; and we are thankful. (Dated Jan. 5)

Fishing from St. John County

Editor Atlantic Fisherman:

I thought that some of your readers might like to know something about how fishing is carried on in St. John County, New Brunswick.

The first run of fish is gasperau about the first of April. They catch large quantities of them in St. John weirs, also with drift nets; and they are fished as far down the bay as Lorneville. The nets used in fishing them is No. 40 linen thread imported from Scotland and preserved with linseed oil. We drift close to land and our market is in St. John. The next run of fish is what we call spring shad. They come about the 15th of May and last about two weeks. These shad are full of spawn and are making up the St. John river. We drift for shad outside the river in the Bay. These shad are very poor and are not to be compared with what we call fall shad which we used to fish some years ago, but which have now left our coast.

Salmon is the next and principal fishery and lasts about two months. We use hemp twine imported from England, Ireland, Scotland. We preserve it with coal tar. Our salmon nets are from 500 to 700 fathoms long. We fish from two miles to ten miles from land. We run our nets out sometimes with motor power and at other times we row them out and make the boat fast at the lee end so as the boat will not gather the nets up. As a rule we hang there all night and drift up and down the bay. When daylight comes we haul the nets aboard and start for shore where we put our fish aboard a motor boat which takes them to St. John.

Our boats are about 24 feet over all and are of the center board type although we do not use the center board much in these days of motor power.

Fishing in our section is dangerous work for there is a great deal of fog and there are many steamers and sailing vessels running to and from St. John. These are very liable to run over your nets and cut them away. There have been several serious collisions during recent years. A vessel owned by Wilson Brothers was run down several years ago by a lumber laden schooner going with a 20-knot breeze. One of the men caught the martingale gear and the other caught the lee jib sheet and both jumped aboard the schooner and ran aft to see their boat coming up from under the other vessel's keel.

Allan Calbraith,
Lorneville, N. B.

Random Shots Along the Coast



Upper Left: The King of Model Builders. Twenty-one crafts an hour is turning 'em out some! Not bad looking boats, either—graceful lined and true to type of the sardine carrier. Isaac Trecartin, the man in the picture, is the proprietor of the ship-building plant which is located at Lubec where he employs from six to eight hands. In a little over a year he has built up a thriving business.

Upper Right: A Whole Trip of Fish in One Lump. Call it anything—nobody can name it—but it ain't a whale. It's a fish—30,000 pounds of it, with a registered length of 45 feet.

Middle Left: \$25 Worth of Lobster. This specimen weighed just 27 pounds, with a length over all of 38 inches. When this fellow was born, back in 1895, his parents sold for about a nickle a pound.

Middle Center: MacMillan's Playmates. Esquimaux children, somewhere in Baffin Land, learning the art of photography. The camera is part of the equipment of Schooner Bowdoin, fisherman type, which is now in Arctic regions with Captain Donald MacMillan and his crew.

Middle Right: A Modern Herring Carrier. This "canoe-shaped" style of "sardiner" is now much in favor "down east." This one is the Muriel, built in 1918. She is 71 feet long, 14 feet beam and 8 feet deep, and is valued at \$10,000. She carries a 60 H. P. "C-O" engine.

Lower Left: Capt. Myers Now Inventing. Forty-nine years on the sea is the fine record of this old-timer, Captain Loring W. Myers. For 32 years he has been keeper of the Lubec Channel Light. Having recently retired, he will spend the rest of his days perfecting his inventions of life-saving devices.

Lower Right: Once Carried the Elite—Now Herring. You never would think that this craft was once a fashionable sloop-yacht owned by the Vanderbilts, would you? Yep, she was the Bess, built at Greenport, N. Y. in 1881. She's the Whileaway now out o' Machiasport, and is used in carrying herring. She's powered with a 45 H. P. "C-O" engine.

RIDING LIGHTS

SMALL-BOAT SAILING

Although designed primarily for the yachtsman, Knight's *Small-Boat Sailing* is invaluable to all who have occasion to sail small craft. It is thorough-going in its treatment of its subject, and is remarkably clear and understandable throughout. For a simple, practical exposition of such vital items of interest to the seafaring man as "The Selection of a Boat," "The Effect of the Wind on a Boat," "Splices, Knots and Tackles," "The Small Open Sailing Boat," "Half-Decked Boats," "Decked Boats," "Seamanship," "Open Boat Sailing," "The Art of Coasting,"—to mention only a few of the subjects treated—it would be hard to improve on Mr. Knight's work. The book is well illustrated, and we have no hesitation in recommending it to all who are interested in improving their knowledge of small boat sailing. (E. P. Dutton & Co.)

EDWARD BARRY

For many years Louis Becke has ranked high among the writers who have blended the excellent if more common ability to tell a good story with the rarer talent of capturing on the printed page the elusive spirit of the sea.

That is why it is good to call attention to the new edition of *Edward Barry* published last year by the St. Botolph Society. One of the best of Becke's books, it is a story of the pearl fisheries in the South Seas, and those who love the yarn where rapid action and colorful adventures are mingled with mystery and intrigue will long treasure this romance of the voyage of the brig *Mahina*. (St. Botolph Society)

MISSING MEN

We must confess to a feeling of disappointment in this sequel to Leroux's *Wolves of the Sea*. The earlier volume gave promise of beginning the adventures of a sea-going Tarzan—but *Missing Men* is a story of the land and while it does not lack in action, in the earlier parts it often falls into the rankest sentimentality. Later on it catches more of the spirit of its predecessor, and the disregard for all conservative traditions as improbability is piled upon improbability, as in *Wolves of the Sea*, makes *Missing Men* interesting in spite of its failings. The convict hero, Cheri-Bibi, disappears in the last chapter under particularly harrowing circumstances, but as there is promise of another volume to come, we look forward to his resurrection. (Macaulay Co.)

AGAIN MR. VERRILL

Some months ago we had occasion to refer to the high average maintained by the astonishingly prolific Mr. A. Hyatt Verrill, and now two more books cause us to wonder anew.

The first, *In the Wake of the Buccaneers*, is the story of a cruise in Caribbean waters in an ex-pirate ship in which the author visited the ancient haunts of the Brethren of the Main. Incidentally it is much more than this, for interspersed with the narrative of the cruise is a prodigious amount of pirate lore, most interestingly presented to the reader and in a manner which makes one more than half suspect that pirates and pirate ways are especially dear to Mr. Verrill's heart. The illustrations for the book are well chosen and the publishers have produced a very attractive book. All in all, it is certain to win the heart of every "pirate-fan"—and the tribe is constantly increasing. (Century Co.)

The second, *The Boys' Book of Buccaneers*, is to all intents and purposes a junior edition of the book reviewed above, cut over and rearranged for younger readers, omitting all details of the cruise and making the book a straight narrative of the lives and exploits of the buccaneers. Like all of Mr. Verrill's books it contains a wealth of valuable information. In thrilling interest it is far superior to the average pirate story of fiction and is a book that any boy would be proud to own. (Dodd, Mead & Co.)

SAILOR TOWN DAYS

Sailor Town Days is an unusual book—and a book of unusual charm. In the series of word sketches and pictures of ships and the life around the docks and the byways of our maritime cities that make up "Sailor-town,"—the book manages to capture the spirit of the past. It is a leisurely little volume and one not to be hurried through. When it speaks of such modern craft as submarines and Q boats, one knows that it is not these that are nearest to the writer's heart but the ships and the sailors of a bygone day. Hard to classify, it is none the less delightful, and we can picture some old master mariner, white-haired and long since retired from active service on the seas and safe in the snug harbor of his ample, comfortable home, looking up from the pages of *Sailor Town Days* to remark to an ancient crony, "Now, there's a book that is a book!" (Houghton Mifflin Co.)

RALPH D. PAINE

Each year more and more people are recognizing the fact that Mr. Paine, aside from his more serious work, is one of our most dependable writers of books for boys—and of good books for boys there can never be too many. The late fall saw two new books by Mr. Paine, and by a happy chance both were sea stories.

Privateers of '76, the more pretentious volume, is as its title implies a story of the revolutionary privateers, and from the time that young Stephen Cleghorn, its hero, sets out from old Derby Wharf in Salem town until his return after many adventures, the interest does not flag. The part our ships and seamen played in those stirring

(Continued on Page 25)

Who's Who Among the Skippers

By CAPTAIN CHARLTON L. SMITH

ONE WOULDN'T ask for a more affable gentleman nor could he find a wittier subject to interview than Captain Jo Bragg, of Provincetown, Mass.

We didn't find him at his fine large residence on Bedford Street, but saw his good wife, who with two married daughters of thirty-six and twenty-seven, respectively, comprise the immediate family group. Mrs. Bragg directed us to the Board of Trade rooms and there surrounded by kindred spirits—all of them rulers on the deep—sat this remarkably young looking man of sixty-two. He was most easy to approach.

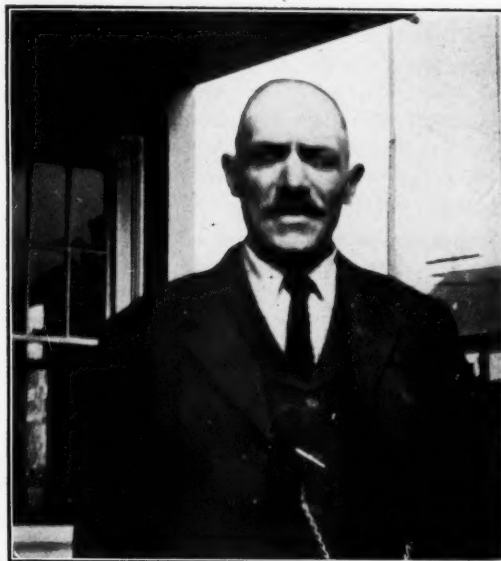
"Don't know as there is anything worth writing about in my career," he said, "but I'll reel off a few fathom, if it'll be of any use to you."

Captain Jo was born on the Island of St. Mary's. At the age of nineteen he shipped from there and "filled a greasy bunk in an oily whaler's crew." This life didn't appeal, exactly, and he was fortunate when the whaler reached Provincetown in getting released and settling there. He was just twenty when he shipped for the first time of his long fishing career, with "Long Splice" Hugh McFadden for a trip to Grand Banks.

On returning to Provincetown, young Jo went coasting for a while with Captain McKenzie in the schooner Lottie Burns. Then, for three years, he fished with Captain J. S. Silva in the Alice Raymond. He was frugal, as are all the Portuguese, and in 1888 bought the Rebecca N. Atwood. In 1889 he was made master of the Alice Raymond and later had the Isaac Collins built by Arthur D. Story at Essex, Mass.

Three years in the Collins, and he went again to Essex, where Tarr & James built him the

A Provincetown Old-Timer



CAPTAIN JOSEPH BRAGG

Marshall L. Adams. In 1897 he went master of the Collins again, then he had the Governor Russell, followed by the crack schooner Rose Dorothea. In this craft he fished for seven years. Then came Ruth and Margaret, Josephine Da-Costa, Funchal, Jessie D. and Angie B. Watson. He was substitute skipper in almost countless other schooners, at various times, as well.

In thirty-five years this bright, keen-witted seaman lost never a vessel and but one man.

Key West Schooner Has Perilous Trip

Schooner Acacia, out of Key West, Fla., left for the Tortugas Banks December 27 for a fishing trip. Everything went fine until January 5 when a fresh norther sprang up, rapidly increasing to a gale. Captain C. O. Hansen, the skipper, was forced to heave to under reefed foresail and fore-staysail.

The strain of the pounding seas began to open up the seams in both deck and hull, and soon the old vessel was leaking badly.

Signals of distress were set, but passing vessels failed to observe them. On Sunday night, January 6, the forestay was carried away and the pitching of the schooner started the stem piece from the planking. Water poured through the opening at an alarming rate. Easing the vessel by putting her off the wind, the crew then effected

temporary repairs with blankets and planks to stop the in-rush of water.

The weather being overcast, all idea of the ship's position was lost. The situation was perilous indeed, with the only hope of the crew being saved laying in rescue from a passing vessel. Wind and sea carried the Acacia into the Gulf Stream and still heavier weather. On the morning of January 8, when the crew had about given up hope, the vessel was sighted by the coast guard cutter Saukee.

The Saukee rounded under her weather counter, put aboard a hawser and towing her under as easy a strain as possible, brought her into safe anchorage at Key West. Captain Hanson stated that he believed his vessel could not have remained afloat much longer, and that the entire crew would have been lost had the Saukee not sighted them. The Acacia carried no life-boat, only having aboard a leaky tender.

Is the Cod Returning to Jersey Coast?

CODFISH are, apparently, returning to their old feeding grounds. Twenty years ago there was no better fishing for that important species of finny food than on the New Jersey Coast, says the Wildwood Sun-Tribune, especially adjacent to Five Fathom Bank, that shoal which extends in a northerly and a southerly direction for about ten miles, beginning at the Northeast Lightship, ten miles off Stone Harbor and stretching a few miles off the coast in a south-westerly direction.

Anglesea for many years was admitted to be the center of the South Jersey fishermen and in and out of Hereford Inlet ran many boats engaged in fishing for the market, manned by men whose main source of living was that of gathering in the succulent blue, bass, weak, cod and other denizens of the deep. The cod was, probably, the most valuable of all the finny tribes, because of their size and numbers and the demand of the markets.

Then it was noticed for a year or two a gradual diminution of the run of that fish and in a comparative short time the cod had almost disappeared. A score or more of large fishing vessels, as well as many other small craft made catches which would be regarded as phenomenal at this time.

If the recent comparatively small catches of the canny cod is a real indication of the return of that fish to New Jersey waters and actually presages a good season there will be rejoicing among the hundreds of residents of Five Mile Beach whose income depends largely, if not entirely, upon the fishing industry.

Captain Peter Munson, than whom there is no better known fisherman on the Atlantic Coast and who has made a careful study of the habits of the various species, in speaking of the disappearance and apparent reappearance of the codfish, said:

"It is clear, in my mind, as well as in the opinion of other owners and sailors of fishing craft, that it was the fouling of the waters and especially the fouling of the bottoms over which the cod feeds that drove it away.

"The cause of the fouling is known to every man that ever engaged in catching Mr. Cod. Hundreds of thousands were caught in a season, and in the hurry to reach shore in condition for shipping the fish were cleaned and the heads and entrails thrown overboard. Thus in the course of a few seasons the bed of that section of the ocean became a mass of fetid fish offal. Is it any wonder that the cod were driven to other waters? Mr. Cod might even recognize the heads of relatives

in the putrid mass and quickly conclude it was no place for himself or remaining relatives.

"It is different in the astern waters. On the grand banks, Sable Island and in fact all of those waters, where the cod is a consistent visitor, the fishermen are not permitted to dump the offal in or near where the catches are made, but are required to run out to deep water where the refuse probably never reaches the bottom. The result is the annual run of cod is as certain as anything earthly may be, and a paying catch assured.

"If, as seems probable, the waters are again in a condition to suit the cod it will be wise for Wildwood fishermen to follow the example of their northern brothers and see that the ocean bed is kept free of filth. Let us hope that the present small run of the fish is a forerunner of a great annual visit to the New Jersey coast."

Schooner Keno Believed Lost

At the time of going to press, schooner Keno, which left Lunenburg on December 27 for Bay of Islands, N. F., where she was to load a cargo of frozen herring for the Boston market, had not been heard from and all hope for her safety has been abandoned.

The Keno was last heard from when she touched at Louisburg. Captain Himmelman mailed a letter to the owners from that port stating that he had made the run in 18 hours. According to the collector of customs at Louisburg, the Keno sailed for Newfoundland on December 31.

The Keno is practically a new vessel, having made her maiden voyage to the Banks in May last. She was built by McLean & Sons, Mahone Bay. Capt. Albert Himmelman, who was in charge of the Keno, was considered one of the ablest helmsmen in the lower provinces. Since the age of 12 he has been following the sea, and probably no captain in the Maritime Provinces was more familiar with the dangers of the Newfoundland coast than Capt. Himmelman. Several years ago he and three or four American captains raced from Bay of Islands to Boston. This trip would take something in the vicinity of six days with a good breeze. Capt. Himmelman was at the wheel practically the whole voyage. His meals were brought to him there. At the end of the journey the captain collapsed.

The Keno was securely ballasted for her last voyage. Besides her regular ballast she had several tons added, the captain saying at the time that he wanted to be safe. The crew of the Keno consisted of the following: Gariel Lohnes, Aubrey Knickle, Wesley Whynacht, Benjamin Zinck, Gariel Demone, John Wilcox and Eber Miller.

RADIO FOR FISHERMEN

Position Finding at Sea by Radio

By ALBERT WOOD, RADIO ENGINEER,
B. & C. RADIO CO.

I WILL herein attempt to describe a novel way for the mariner to use his radio receiving set.

As the sea-faring man well knows, there are times when the fog will prevent the navigator of a ship from making his observations and the result is that he has nothing but a hazy idea as to his actual position on the chart.

Now if the vessel is equipped with a wireless receiver, a method is described in this article by which the navigator may check up on his position at least twice a day regardless of the weather, for time signals are broadcasted noon and evening each day by all sending stations.

I will start by describing the principles of the loop antenna. The easiest way to understand the principles of loop reception is to consider the loop as the secondary inductance of an inductively-coupled receiving system of which the transmitting station antenna is the primary circuit. A loop is merely a large inductance coil—nothing else. Shunted by a variable condenser it forms a closed oscillatory circuit. No primary antenna circuit is used at the receiving station. The inductive coupling between the receiving loop circuit and the transmitting antenna circuit can be varied from zero to maximum by revolving the loop just as a rotor of a vario-coupler can be revolved to vary the coupling between the primary and secondary circuits of a loose-coupled receiver. It is this latter feature of the loop antenna which makes it extremely directional.

To receive any particular transmitting station the loop must be pointed in the direction of that station. If the loop is turned through an angle of 90 degrees so that it is at right angles to the direction of the transmitting station the inductive coupling

between the two stations is zero and no signals are heard.

By swinging the vessel in azimuth the compass bearing, when the strength of signal was at maximum, would indicate the line of bearing of the sending station. Better yet, if you have the loop mounted so as to revolve on a fixed base that has the degrees of the azimuth circle inscribed on it,

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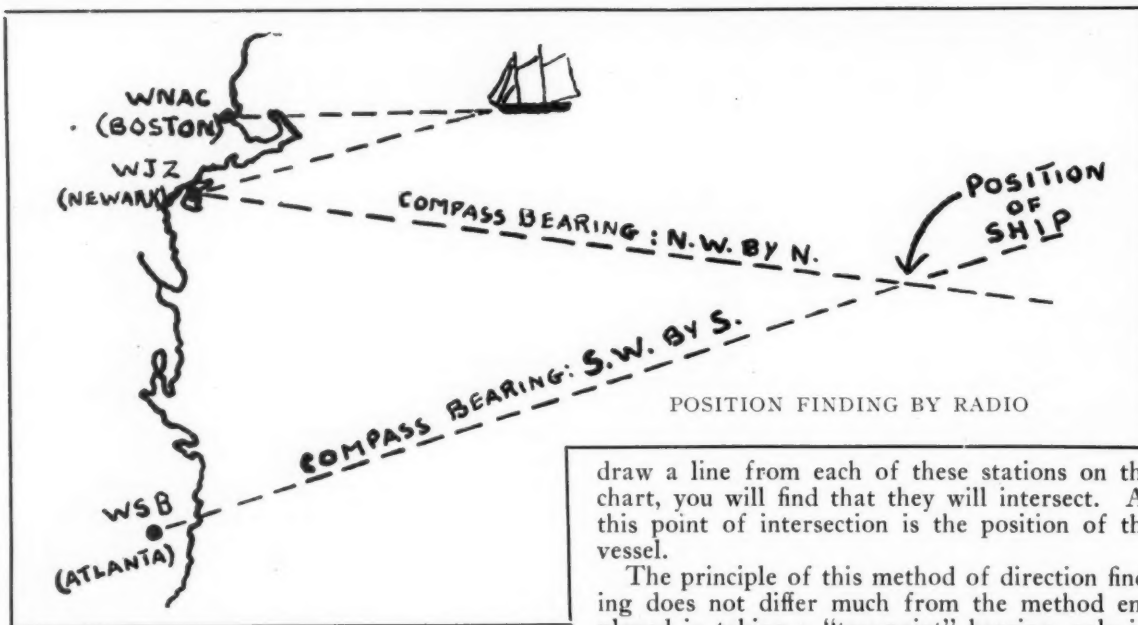
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and have zero mark of the azimuth circle in exactly the same direction as the "lubber's line" of the ship's compass, it would be a very simple matter to figure out the bearing of the transmitting station.

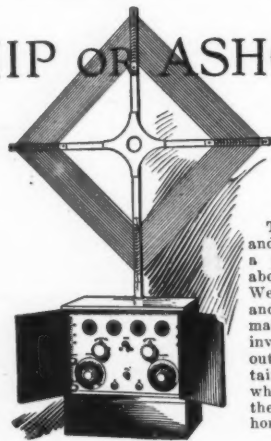
Now if you take the bearings of two different stations and use that bearing of each station, and

draw a line from each of these stations on the chart, you will find that they will intersect. At this point of intersection is the position of the vessel.

The principle of this method of direction finding does not differ much from the method employed in taking a "two-point" bearing, only instead of having the base line of the triangle measured by the ship while under way, it is already established on the chart and by using the bearings from the ship of the two stations at the ends of the base line, and drawing them out on the chart, you will find that they will always intersect each

(Continued on Page 18)

ASHIP OR ASHORE—PICK VOICES *from the AIR*



There's pleasure and profit in having a radio outfit, both aboard and at home. Weather forecasts and market reports make radio a paying investment. The same outfit provides entertainment for the whole crew and for the lonely family at home.

Buy Your

Outfit from Boston's Leading Radio Concern

The Bay State Radio Company, called "The House of Radio Service," is Boston's leading concern for the sale of complete outfits. We specialize on receiving sets of the better kind—handling standard makes such as De-Forest, Grebe, Amrad and Bay-State-made sets.

We not only guarantee the set—we guarantee results. We are special agents for the famous De-Forest line. The De-Forest latest model, the D-10 four-tube receiver, works on loop, without aerial or ground, and is especially suitable for ship installation.

Some Good Sets to Buy

THE FAMOUS DE-FOREST D-10 four tube reflex set, illustrated in this advertisement, has a range of 2,000 miles or more on loop alone. Requires no antenna or ground (these may be used if desired). Will operate loud speaking horn with plenty of volume. Operates on dry cells or storage battery. Dry cells fit in compartment inside cabinet. Easily portable. Comes with carrying strap and handle. The ideal set for ship or home. Price, set \$140—accessories \$40 to \$90 extra.

5-tube Neutrodyne, built with Freed-Eisemann parts. Long distance loud speaking receiver, requires antenna and ground (or water) connection. Easy to tune—easy to "find" stations. A very popular set. Price \$140, accessories \$40 to \$90 extra.

3-tube Greene set. This is a well-known set and is very efficient. Made of the best parts. Range 1500 to 2000 miles. Works on dry cells or storage battery. Will operate loud speaker on distant stations. Complete with all accessories—dry cell outfit with Atlas Loud Speaker, \$155—storage battery outfit \$175.

Single-tube Greene set complete, with dry cell outfit, all accessories and set of best possible quality, \$67.50.

Audiophone single tube receiver, complete with accessories, \$49.50.

Advantages of Buying from Bay State

Large variety to select from. Competent advice as to a suitable set. Guaranteed results—from high grade sets. Easy terms of payment if desired. A service organization to help when needed.

Our slogan—"You are safe in dealing with Bay State." Order by mail or call in person. Mention the Atlantic Fisherman. Advice gladly given without obligation. Send for Bulletin No. 2 describing other sets.

Bay State Radio Co. 22 HANOVER STREET, BOSTON, MASS.

"The House of Radio Service"

Phones, Haymarket 5928-1381

The Value of Radio on Sailing Vessels

By W. G. WHEELER, A. I. R. E.*

RADIO is a subject everybody seems to be talking about today regardless of age, yet it has been found from the experience of the writer that the most difficult task has been to interest the seafaring man in this subject.

I well remember in the early days of radio, when I was connected with the U. S. Government Radio Department, part of my work consisted of installing radio apparatus on merchant and naval vessels, the captains of which were prejudiced against this "new contraption," as they called it. It seemed almost impossible to make these men realize the importance of radio as an aid to navigation and an only source of help in time of distress.

Today, no steam vessel of any size would leave

port without her radio in good condition. On the other hand, very few sailing vessels are equipped with radio, owing principally to the lack of power for transmission. Every sailing vessel should be equipped with at least one simple receiving set. To illustrate this point I will cite an instance that occurred a short time ago.

I was entertaining a group of friends one evening, that was greatly interested in radio. Concerts, lectures and news flashes were being received

* Radio Engineer of ALTEKAMP-WHEELER CO.

(Continued on Page 25)

For Other Radio

See Page 25

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Fishing Schooners Take Radio

If there is any one calling to which the wonderful development in radio offers the greatest benefit and blessing it is to the commercial fisherman.

With a radio receiving set aboard, the fisherman is not only enabled to obtain regularly the weather reports and storm warnings, but by a simple method of calculation he is at all times, in storm, fog or calm, able to determine the exact position of his vessels.

When it is recalled that so many of the wrecked fishing craft that line the coast have met their doom because of their inability to know their course in storm and fog, it would seem that this one feature of position finding would be sufficient to warrant the comparatively small expense of installing a radio receiving set on every fishing vessel.

But these are not the only benefits to be derived from radio aboard the fisherman. Now that the Government is broadcasting regularly the arrivals of fish and market prices at standard ports, fishermen are enabled, by receiving these reports, to market their catch to better advantage.

Then again consider the entertainment and pleasure derived by the crew from being able to listen, during spare time, to the broadcasts, both entertaining and educational, now provided daily and nightly by the more than five hundred stations in this country, and it can readily be appreciated that the radio equipped vessel will have the invaluable assets of a happy and contented crew.

In line with their policy of providing the ut-

most in safety and comfort on their fishing vessels, the O'Hara Brothers Co., Boston, are equipping their fleet with radio. Two of their schooners, Lark and Shamrock; the latter a contender in the

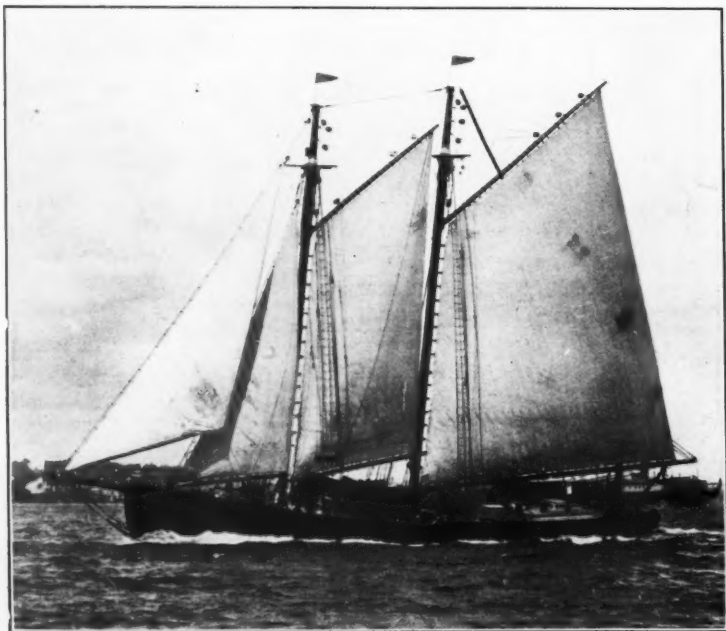


NEW SCHOONER SHAMROCK NOW RADIO EQUIPPED

Lipton cup races for fishermen, held off Gloucester last August, are now having radio receiving sets installed. The sets are of the five-tube type, combining the Neutrodyne circuit, and have a receiving range of 5000 miles. Both are equipped with loud speakers, and are set up in movable cabinets. These are the first two of the O'Hara fleet to have radio equipment, but it is planned to equip others in the near future.

The radio installations were made by I. Bromfield, who also did the wiring for the "D-Lite" lighting plans aboard these vessels.

F. C. Burwen of the Bay State Radio Co., speaking of the progress of radio, says: "The next necessary development of the radio business is the establishment of service facilities similar to those existing in the automobile industry. Up to the present the demand for radio has been largely from amateurs and those mechanically inclined. Radio now has become so popular, that people are buying who care nothing about the mechanical end, but look only for results, and it is this class that needs service."



SCHOONER LARK, CALLED "THE CHANNEL EXPRESS" IS TAKING RADIO



Wrecked on the Feejees

Experience of a Nantucket Man, the Sole Survivor of Crew of
Whaleship "Oeno", Who Lived for Nine Years Among
Cannibals of South-Pacific

Published by NANTUCKET INQUIRER AND MIRROR

XIV

I HAD several hairbreadth escapes from their missiles, but fortunately they were escapes. Eight or ten of us who had muskets marched up, dodging behind trees and stumps until within easy musket shot. David, dressed like a native, led our party. He got shelter behind a stump, singled out one of their chief warriors, fired and shot him through the head. As soon as their chief fell the enemy fled for the woods and mountains. Then we rushed forward, broke down their bamboo fence and entered the village. We killed all who had not made their escape, plundered the town and set it on fire, then marched back to Navarto, singing songs of victory. Here we were paid for our services with hogs, turtle, fishing nets and whales' teeth.

We remained here several days, then embarked for Labooca, where I stopped some time. I next went to Ambow, and there found some of the Raver chiefs who were bound home. Feeling that I should like to see my old chief I took passage with them. The chief at Raver was delighted to see me. He immediately took me to his house and prepared a hearty meal for me. When I had finished he began to question me, asked what I got out of the ship, and why I had not brought my goods with me. I told him I had not got much except a beautiful musket. He examined it very closely and wanted me to change with him, which I did.

I stayed there about a fortnight and was about to return to Ambow, when a messenger arrived from the big island and informed the chief that the enemy was about to attack their town in great numbers, and that unless they received assistance they would have to desert their village. I was sitting beside the chief, who turned to me and said: "Wilama, you go and defend their village?" Though I felt little inclination to do so, I knew that he would be displeased if I refused, so I consented to go. There was one of the Manila men in the house at the time who was eager to go with us, so we made immediate preparations and embarked that evening. On our passage along the shore in a canoe I suffered intolerably from mosquitoes and sand fleas, having absolutely no protection from them, as I was quite naked.

We arrived at the village just before daylight. The enemy were just discernible on the neighbor-

ing hills in great numbers. We beat drums to let them know that they were discovered and that we were prepared for them. They continued hovering round the village during the greater part of the day, but made no attack and towards night marched away. Our party then returned to Ambow, where I remained a few days longer, then went to Labooca.

Here I passed the time very agreeably with David. The head chief of Labooca was a very pleasant, agreeable man, but, like all natives, rather inclined to be jealous. When David and I were talking together he was always very inquisitive to know what we were talking about, but we would tell him some plausible story calculated to allay all uneasiness.

By invitation of the chief we accompanied him to the island of Engow, and while there some of the natives from the mountains saw a vessel steering for the island of Ovalau. They came and reported to the chief. I was of course very anxious to get to her, feeling very certain that it was the Clay, as it was about the time that Captain Vandaford had agreed to be back (July, 1828). But the wind was blowing a gale and we were unable to leave for two days. At length it moderated and we got under way for Ovalau. We had not been out long before it blew so hard we had to take in both sails (the large canoes always carry a small sail for stormy weather) and steer for the nearest land, which was Butcheak. We anchored there, went on shore and got some supper. The following day, the weather having moderated, we again started for Ovalau, where we arrived in the afternoon.

On landing, the natives informed us that a ship was at anchor on the opposite side of the island. We (David and I) got a small canoe and started immediately for the ship, which proved to be the Clay. As we neared the vessel, the captain hailed us to know if it was David, and on being answered in the affirmative, immediately invited us on board, and inquired why we had not visited him before. After telling him all the circumstances he engaged us to assist him in procuring another cargo. He wanted me as interpreter on board and David to assist Mr. Driver on shore. He had concluded not to go to Ambow with the ship, as there were less natives here and he would not

(Continued on Page 24)

LOBSTER NOTES

THE SITUATION

CATCHES have been light but there are plenty in the hands of speculators who are holding for high prices. Speculators are offering stocks at from 50 to 60 cents with few takers.

The trade is very quiet on account of high prices. The market will undoubtedly continue to be sluggish until the opening of the Nova Scotia season, March 1st.

Open Seasons for Lobstering in Canadian Maritimes

The open seasons for lobstering in the Canadian maritime provinces, according to present regulations, are as follows:

NOVA SCOTIA

January 15 to June 29. That portion of Cumberland County, bordering on Bay of Fundy and tributary waters, as well as the counties of Kings and Annapolis, east of an imaginary line running from the centre of the mouth of Bear River where Digby and Annapolis Counties meet, out through the centre of what is known as Digby Gut. No lobsters to be taken under nine inches.

March 1 to May 31. On and along that portion of the coast, or the waters thereof, of the province of Nova Scotia, embraced and included within the County of Digby west of an imaginary line running from the centre of the mouth of Bear River, where Digby and Annapolis Counties meet, out through the centre of what is known as Digby Gut and embraced and included within the counties of Yarmouth, Shelburne, Queens and Lunenburg.

March 1 to May 15 and December 1 to December 31. On and along that portion of the coast or the waters thereof of the province of Nova Scotia embraced and included within that portion of the Counties of Halifax and Lunenburg west of Cole Harbour, inclusive, to a line running in a southerly direction from White Point, Lunenburg County. No lobsters to be taken December 1 to 31 under nine inches.

April 20 to June 20. On and along that portion of the coast, or the waters thereof of the province of Nova Scotia, from but not including Cole Harbour, Halifax County, as far as Red Point, between Martin Point and Point Michaux in the Island of Cape Breton, and including Chedabucto Bay and St. Peter's Bay, and the coasts and waters of all the islands lying in and adjacent to these bays and including the coasts and waters of the Gut of Canso, as far as a straight line passing from Flat Point, in Inverness County, to the lighthouse opposite, in Antigonish County.

May 16 to July 15. On and along that portion of the coast or the waters thereof, of the Island of Cape Breton, from the aforesaid Red Point northwardly to Cape St. Lawrence, Inverness County, including St. Paul's Island.

April 26 to June 25. On and along that portion of the coast or the waters thereof of the province of Nova Scotia, from Cape St. Lawrence, Inverness County, Nova Scotia, westwardly and southwardly and following the coastline, to a straight line drawn from Flat Point in Inverness County to the lighthouse opposite in Antigonish County, thence westwardly and northwardly and following the coastline to River Philip, Cumberland County, Nova Scotia.

August 16 to October 15. From the West side of River Philip Channel at the mouth of the River, Cumberland County, Nova Scotia, to the Westmoreland County Line, New Brunswick.

NEW BRUNSWICK

April 26 to June 25. From Chockfish River, New Brunswick, following the coast line to the northern boundary of the Province, including the coast and waters thereof of all the islands adjacent thereto.

August 16 to October 15. Northumberland Strait. On the coast or the waters thereof of that portion of the Strait of Northumberland between a straight line on the northwest drawn from Chockfish River, New Brunswick, to the west side of River Philip channel at the mouth of the river Nova Scotia.

November 15 to May 23. In St. John County.

November 15 to June 8. In Charlotte County.

January 15 to June 29. In Albert County.

PRINCE EDWARD ISLAND

April 26 to June 25. The coast and waters of the Province of Prince Edward Island, with the exception of the portion of Northumberland Strait stated below.

August 16 to October 15. Northumberland Strait.

Position Finding at Sea by Radio

(Continued from Page 14)

other, and thereby establish the position of the ship.

By taking several such readings at different intervals and dotting the intersections at each reading, you can easily prove the correctness of this method by drawing a line to connect these dots. This line should be the exact course that the vessel is traveling at the time of this series of readings.



TO THE SOUTH'ARD



Company Buys Islip Fish Plant

Henry Remmer, of West Sayville, L. I.; Captain William De Graff, of Sayville; Marinus Buys, of Sayville; and James H. Snedecor, of Bayport, have purchased for over \$30,000 the Oak Beach Fish Company, a corporation with its headquarters in Islip.

The company has been in the hands of Frank Markvart, of East Islip, president; Elliot J. Smith, secretary-treasurer; Egbert Z. Smith, manager, and Joseph H. Ronlicneck, James Johnson and P. J. Premm, directors. The new owners have not yet elected officers.

The purchase involves some land and a packing house on Islip Creek, adjoining the plant of the Live Fish Company, besides its equipment of two fishing boats, scows, smaller craft and necessary gear. The Company owns pounds outside of Fire Island Beach and property consisting of a two-story building and dock on Oak Beach. Two more ocean pounds are to be built.

Eastern Shoremen Boost Norfolk Fish and Oyster Market

Business conditions in the fish and oyster industry in Norfolk are holding up remarkably well, and prospects for the future are encouraging, according to members of the Ballard Fish and Oyster Company at the new commercial docks, at Eastville, Va.

This firm is one of the most progressive in the business locally, and it has built up a large out-of-town trade as well as supplying an extensive city demand for sea food.

The firm is composed of W. A. Ballard, W. W. Ballard, G. C. Ballard, M. C. Ballard, C. B. Ballard and I. T. Ballard. They are engaged in the wholesale business and maintain offices at Willis Wharf, near Exmore, Northampton County, Va., and at the new commercial docks at the foot of Southampton avenue, Eastville.

Norfolk is famous throughout the east and south for the splendid quality of its fish and oysters, and no small part of this enviable fame is due to the Ballard firm which since its establishment in 1919 has made a specialty of handling high class food and giving prompt service.

Key West Notes

During the middle of January fishing boats out of Key West were searching out the whereabouts of the kingfish, which had been very plentiful up to the time of a stiff norther. Some fishermen believe that the fish have gone farther west, while others are of the opinion that they are still in the bay and will be found as soon as the water clears

sufficiently. High winds, however, had prevented the water from clearing.

Bottom fish have been scarcer, also, since the first heavy norther, though the fishermen feel confident that they will reappear as soon as the weather settles. Some yellowtails and mutton fish are being caught.

The largest catch of red snapper this season at Key West was brought into port January 5 by Captains Ben Demeritt and Paul Demeritt. The catch of both boats weighed 2,127 pounds. The previous day Paul Demeritt and his brothers, Ben and Dick, caught from one boat 1,580 pounds, making the catches for the two days 3,707 pounds. Most of the fish was sold to A. Rios & Company for ten cents a pound, the remainder being sold at retail. The Rios concern shipped the fish to Havana.

The Demeritts report that they have never seen red snappers bite better than they have recently. They take the hook as soon as it is dropped into the water.

Anglesea Fisherman Gets a Tagged Cod Fish

While fishing between three and four miles at sea, opposite Sea Isle City recently, Fred Miller, an Anglesea fisherman, caught a seven pound cod fish bearing a government tag. The fish was taken to market and the tag sent to the United States Bureau of Fisheries at Washington. The tag is of a light metal, in shape a narrow double strap and was fastened to the tail of the fish. It bears the number 13478, with the initials U. S. B. F. on the reverse side.

Schooner Gleaner Paying Well

Up to the middle of December, schooner Gleaner, of Edgartown, which sailed on her first trip July 1st, had landed a half million pounds of fish stocking \$26,466.

The Gleaner carried a crew of seven men, and each man received for the five and a half months' work \$1922. All trips were landed at the Fulton Fish Market, New York. The vessel recently took on a new wire hoisting winch which one man can operate.

S. B. MILLER & CO.

Wholesale Commission Fish Dealers

7 FULTON FISH MARKET, NEW YORK

Our Washington Letter

By EDWARD NELSON DINGLEY

WASHINGTON, D. C. Seldom has political Washington been so stirred as today. Between the several "blocs" and factions, the struggle between the old line leaders and the so-called Progressives; the battle between the bonus and tax reduction; the uncertainty in the Shipping Board as well as the Emergency Fleet Corporation; the stir over the prize Bok plan of world peace and the World Court; the war of words over the Veteran's Bureau, Russia, Teapot Dome and farm legislation; this winter in Washington furnishes enough entertainment for the most restless.

In the midst of this apparent turmoil, President Coolidge appears calm and undisturbed. He has proved himself, outwardly at least, as a captain steady and imperturbable. Not even the hideous cartoons of him seem to ruffle him or even bring forth a real frown.

All of these scenes being enacted on the stage at Washington are preludes leading up to the big conventions and the national election in November.

There is little doubt about President Coolidge's nomination by the Republicans, it is said, unless there is a political cyclone or earthquake. No such thing is expected, at least at this writing.

Senator Johnson is badly handicapped in the race. He may be a better speaker and a better campaigner than the President, but this time speeches and flights of oratory will not count. Delegates alone count. Senator Johnson lacks the Coolidge smooth-running machine, or, more politely speaking, organization.

The business interests in the Republican party will settle the nomination, probably; and they are conservative and largely for Coolidge. However, there is a possibility of a dark horse; if so, put your money on Lowden of Illinois.

The Democratic race is just about conceded to McAdoo. It is looked upon as a sure thing provided he can have the two-thirds rule changed to a majority rule, as in the Republican convention.

Most political observers predict a Republican victory in November. The business men and women do not relish a change of policy in the Government. The present administration, they say, has brought prosperity; Coolidge is liked. In the words of Henry Ford: "Why change?" This will be the big factor in the election.

Powerful shipping interests in New England, New York and Pennsylvania, are starting a campaign to revive the old discriminating tariff of ten per cent additional import duty on merchandise imported in foreign vessels. The State Department is opposed to any change in or abrogation of commercial treaties or conventions preventing this tariff discrimination.

American shipping interests have reached the conclusion that these treaties or conventions serve no good purpose and should be abolished, at least the portions that prevent discriminating tariffs to aid American vessels in the foreign trade.

The American Merchant Marine is at a low ebb. American ship-building is declining, while that of Great Britain is advancing rapidly. American coast-wise shipping including fishing vessels on the Atlantic coast, have a monopoly as against foreign vessels. The coast-wise shipping is prosperous, because it is protected. Shipping interests in the ocean trade want some form of government protection.

It is interesting to note that the Railroad Administration has recently completed the liquidation of all claims of the railroads against the Government and disputes arising out of Federal control of the railroads in effect from January, 1918 to March, 1920.

Federal control of the railroads and other carriers cost the Government or the people about \$1,600,000,000; but the Railroad Administration emerges from this experiment as a solvent and going concern; having assets in the shape of cash or railroad securities amounting to \$600,000,000. These adjustments were without litigation.

This is the most remarkable piece of liquidation and adjustment in railroad history. It is unique among all the many adjustments following the war, most of them after much litigation.

Lunenburg to Own Schooner Bluenose

The Bluenose will in all probability completely pass into the hands of Lunenburg shareholders, as they have made a satisfactory offer to the Halifax shareholders, according to reports from Lunenburg. About 35 or 40 per cent. of the shares are held in Halifax.

The vessel cost originally about \$35,000, being built at the peak of prices for that class of boat. Since then she has paid two dividends, the first year 22 per cent, the second 15 per cent, and it is believed that this year's undeclared dividend will be about 15 per cent. The depreciation and the prevailing prices is expected to bring the vessel down to \$20,000, which will be considered a very good price.

Schooners Lottie Haskins, Mary Cooney, Mary L. Harty and M. Madeline are all in southern waters and are going strong. They are operating out of St. Andrews, Fla.

At Millville, Fla., they are about ready to launch the first of two vessels from the model of the Mary E. Cooney. The vessels on the stocks are much admired by the fishermen of that section.



FISHING SHIP NEWS

A Maine Coast Crusoe

Except that he had no man Friday, and the scene of his adventures was a shelterless reef in a storm-tossed bay, Clifford Nevells, a Stonington fisherman, played for a couple of days the role of a modern Robinson Crusoe says the Rockland Courier-Gazette. When the mail boat landed him in his home town, he was hailed by the citizens as one who had returned from the grave, and he told of an experience which caused chills to creep up and down the spines of even the hardy islanders, used to all sorts of perils that accrue to winter on the bleak Maine coast.

Nevells left Vinalhaven in his power boat at noon of New Year's day with a load of clams. The wind strengthened rapidly after he left port, and soon reached the proportion of a gale.

The fisherman's fears were verified in a startling manner when the mast was carried overboard and the little craft capsized. For four hours, which might well have seemed four centuries, the fisherman clung with death grip to the capsized boat, chilled to the marrow by the icy water. The fury of the gale did not lessen, and with the temperature only a few degrees above zero, the marvel was, that the benumbed fisherman could continue the struggle for life.

The wreck finally drifted onto Halibut Ledge, a reef about 50 feet square, bearing neither tree

Photograph of
Schooner Columbia in Action
 (Under actual racing conditions off Halifax)
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A Marine Masterpiece
 Enlargements suitable for framing
 16 x 20 — \$15.00 11 x 14 — \$5.00
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 100 Boylston Street Boston, Mass.

nor shrub, but here and there a few tufts of grass. Here Nevells was forced to stay all night, and here he would undoubtedly have succumbed in the

(Continued on Page 24)

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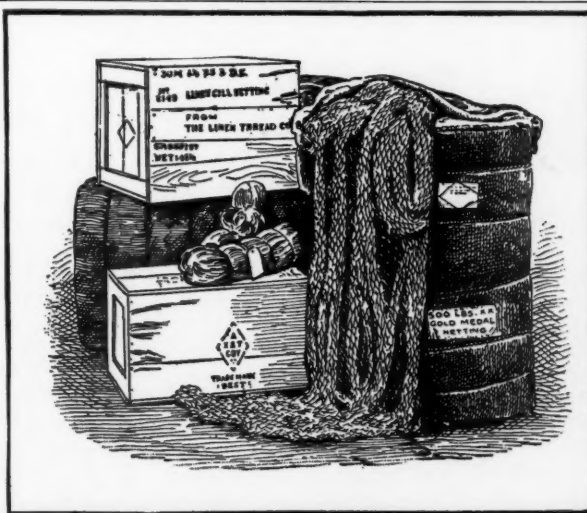


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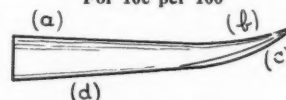
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Registered length 48.8 feet, 26 tons gross. 30 H. P. Hitchcock engine in good condition. Sleeps 6. Address L. W.

CHRONOMETER WANTED

Want to buy an English chronometer in good running condition, preferably a Frodsham. State make and price. Address C. C. Markham, Guilford, Conn.

57-FOOTER FOR SALE

L. W. L. 50 feet; beam 14 feet 6 inches. 60 H. P. Bridgeport Motor. Electric lights and electric self starter. Address B. H.

WANTS CENTER-BOARD KNOCK-ABOUT

25 feet overall; no house or cabin; engine not essential; might consider larger vessel. Address A. K.

32-FOOTER FOR SALE

The "Alice & Lucy," 32 feet over all; 10 feet beam; 3 feet draft; 16 H. P.; 2-cycle Lathrop, reverse gear, hoisting rig, magneto. Five years old. Address B. U.

26-FOOTER FOR SALE

Eldredge built; sound and tight beam trawl and lobster fishing R. D. boat; fish well; Frisbie 10 H. P. 4-cycle with hoist; Paragon reverse gear. All in best condition. Bargain at \$600 for quick sale. Seen at Greenport, N. Y. Address B. N.

16 H. P. LATHROP

Lathrop, 4 cycle, 2 cylinder, 16 H. P. engine for sale. Reverse gear and magneto. Thoroughly rebuilt and guaranteed. Price \$325. Address L. D.

FOR SALE

100 H. P. Fairbanks Morse C. O. oil engine, new oiling system attached, in first class condition almost like new; including generator, storage battery and cutout, extra fuel pump for day tank. Can be seen at Paul Bordt's Machine Shop, Pooler Lane, Sheepshead Bay, Brooklyn, N. Y.

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38-footer, 9 to 10-foot beam, deck boat, with pilot house, hunting cabin, 16 H. P. Lathrop, perfect condition, \$600. Used very little. Address B. O.

THREE-MASTED SCHOONER

Eleven hundred tons dead weight capacity, in A-1 condition. Built in Maine. Would like an offer. Address B. M.

FLUSH DECK POWER BOAT

Want a 28 to 32-foot flush deck power boat for fishing with 14 to 20 H. P. medium to heavy duty gasoline engine; light draft of 3 feet or less. Want power enough to handle 33-foot seine boat and seine. Address A. J.

SLOOP FOR SALE

49½ feet long; 14½ feet beam; 5 feet draft. 36 H. P. engine with hoist and good set of sails. Sloop 5 years old and in first class condition. Good living quarters with six berths. Will carry 12 tons of ice. Price \$2800. Address B. P.

77-FOOTER FOR SALE

Fine fishing vessel; 8 new dories; two suits of sails; 8 strings of trawls; 60 H. P. Murray & Tregurtha engine; carries 30 tons of ice. Engine has just been overhauled. Everything in excellent condition. Selling price, \$5000. Address B. S.

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ISLAND SERVICE Co.

A Maine Coast Crusoe

(Continued from Page 21)

intense cold, if he had not walked constantly and threshed his arms to keep the blood in circulation.

When the tide went down in the morning he found on the shores some of the wreckage from his boat, and a few of the supplies including an axe.

Working with frenzied haste in a temperature which was recording 14 degrees below zero at some points on the mainland, Nevells fashioned a raft, using boards which came from the smashed power boat and some old logs which had drifted onto the reef.

Nevells launched the raft at noon figuring correctly that the wind and current would take the frail structure in the direction of Merchants Island, two miles distant.

Landing there he climbed to a high bluff, where his signals of distress were sighted by William Orbeton an Isle au Haut fisherman who was passing in a motor boat.

He was badly exhausted when Orbeton fairly pulled him into the powerboat, where he received the first food and drink that he had tasted in nearly 30 hours.

Later he received treatment at the hospitable home of Charles Hamilton at Isle au Haut. He was so badly swollen and frost bitten by his long exposure to the elements that it was necessary to cut the clothing from his person.

His grim and perilous experience was not, however, without a touch of humor, as friends saw when they discovered that his Ingersoll watch was still going, and keeping correct time, in spite of its long ice bath.

Dory Beats Tug in Race to Salvage

A tidy sum in salvage slipped from the grasp of the Boston Towboat Company January 9 when four men in a dory beat the tug Neptune in a hotly-contested race for the derelict schooner Hortense, plaything of wind and tide, broad off Nahant. The dory was in charge of Capt. George Nunan, skipper of the schooner, with three husky fishermen at the oars, and he won by a scant 50 feet.

The Hortense, owned by O'Hara Bros., Bos-

ton, struck on the Graves while returning from Middle Bank. Capt. Nunan places blame on the lookout who was instructed to call him when the Graves light was sighted. Instead, the captain says, he was not informed of the schooner's perilous position till she was about to crash on a ledge. Jumping to the steering wheel the captain tried to avert disaster but the vessel struck so hard that she went over on her side until the water mounted six feet above the rail—and there she remained, apparently doomed.

Personal belongings of the crew were hurriedly removed to the Northeast Graves, where the lighthouse is situated, and the men were provided with shelter by the keeper. At dawn, Capt. Nunan visited the scene of the mishap fully expecting to discern the Hortense's masts protruding from the sea with wreckage bobbing about. Instead, the reef where the schooner struck was clean but, miles to leeward, a schooner drifted aimlessly and Capt. Nunan at once identified her as his former pride. With 35 years seafaring to his credit the captain realized that the Hortense, valued at many thousands of dollars, would be valuable salvage. Therefore, to establish his claim, the captain picked his men and set out in a dory to intercept the vessel. No sooner had he placed the Graves whistling buoy abeam than two tugs were discerned coming down from the city at top speed, Capt. Gove of the Nahant coast guards having spread the news. Capt. Nunan guessed their mission and urged his crew to a supreme effort. He jumped on board his craft just as the leading tug was backing and filling to get a man and line to the prize.

The Hortense was towed to the fish pier, South Boston, where 10,000 pounds of fresh groundfish were landed. She then was moved to Simpson's dry dock, East Boston, for examination. The schooner's underbody was considerably damaged.

Wrecked on the Feejees

(Continued from Page 17)

be troubled with so many visitors as at Ambow, the distance being so great they would not come off so often. We were about fifteen miles from Ambow. The old chief visited us once in a while and the captain always made him presents and told me to tell him if he saw anything he wanted to ask for it, which pleased him very much.

(To be continued)

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Riding Lights

(Continued from Page 10)

times has been too often entirely overlooked, and the picture that Mr. Paine gives of the period is one that will appeal to every boy. The book is illustrated by Frank E. Schoonover. (Penn Publishing Co.)

Comrades of the Rolling Ocean is an up to the minute story of our new merchant marine, and though placed in a less picturesque period than its predecessor it proves that given sturdy American lads, a craft of any sort and an able writer, that the product will be a rattling good yarn of the sea. Besides its intrinsic worth as a story, Mr. Paine's book has the additional value that a reader following the adventures of young Judson Wyman and his chums, the ex-professor and the "hard-boiled guy," will gain a knowledge of our still struggling merchant marine and a respect for it that are sadly needed in these days when our maritime affairs are more and more at the mercy of men who neither know nor understand the sea. (Houghton Mifflin Co.)

H. W. R.

WILL ORDER BOOKS FOR YOU

The Book Department, ATLANTIC FISHERMAN, 100 Boylston Street, Boston, will get for you copies of any book reviewed above (or any other books you want) at the publisher's lowest net price plus ten cents per copy for postage and insurance.

Small-Boat Sailing, by E. F. Knight: E. P. Dutton & Co., \$2.50.

Edward Barry, by Louis Becke: St. Botolph Society, \$1.90.

Missing Men, by Gaston Leroux: Macaulay Co., \$1.75.

In the Wake of the Buccaneers, by A. Hyatt Verrill: Century Co., \$4.00.

The Boys' Book of Buccaneers, by A. Hyatt Verrill: Dodd, Mead & Co., \$2.00.

Sailor Town Days, by C. Fox Smith: Houghton Mifflin Co., \$2.00.

Privateers of '76, by Ralph D. Paine: Penn Publishing Co., \$2.50.

Comrades of the Rolling Ocean, by Ralph D. Paine: Houghton Mifflin Co., \$2.00.

The Value of Radio on Sailing Vessels

(Continued from Page 15)

from all parts of the country. It was apparent that everyone was intensely interested with the exception of one gentleman, an old sea captain. At 9.55 P. M. the loud speaker received from the Pittsburgh Broadcasting Station, a series of dots in the telegraph code. One of the group said, "Oh! That's the old time signal from Arlington, let's shift over to something else." As I started to comply with the request I noticed that my friend, the sea captain, took out his watch and for the first time during the evening seemed intensely interested. His action and change of expression seemed to draw the attention of everybody. The atmosphere of the room changed immediately. Everyone suddenly became very quiet. "Dot—Dot—Dot—Dot—Dot." After what seemed hours the voice of the announcer came clear as a bell—"The next dash will be 10 P. M. Eastern Standard Time." It followed immediately. This dash seemed to have wrought a change in the expression on the captain's face. It automatically changed from that of great seriousness to its customary calmness. Everyone seemed to forget the radio and looked to the captain for an explanation. Taking note of their questioning glances he grinned broadly. "Captain," I said, "you have never taken much interest in radio until tonight and your interest seems to be confined to the time signals. Your expression of unusual seriousness during the time signals has led me to believe that it recalled to your mind some experience in which time signals figured rather promi-

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nently." I did not expect much of an answer to my question as my friend, the captain, is not much of a talker. I was surprised when he began as follows: "Not time signals my boy, but lack of time signals, was what brought back to my mind a little incident that happened only a few months ago. I was cruising in the West Indies. The weather had been bad for some time. I was rather uneasy and felt a little doubtful about our

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next location. Just before dawn we were driving along all sails set when the lookout announced, 'breakers ahead, all hands on deck.' The man at the wheel threw her hard over and as she came around you could have almost jumped ashore on the coral reefs. The ship and all on board were saved by a matter of minutes. I went below and checked up our position, and according to my chronometer we should have been about ten miles north of the island. This proved to me that my chronometer was several seconds off. When I heard that time signal tonight it recalled this incident to my mind. You can bet that one thing I will have next trip to keep my chronometer company will be a radio receiving set which, doubtless, will save me many sleepless nights."

A LIST OF RADIO STATIONS

Arranged in Alphabetical Order by Cities

KNT	Aberdeen, Wash.	WCAO	Baltimore, Md.	WIAS	Burlington, Iowa
WQAO	Abilene, Texas	WNAY	Baltimore, Md.	WLAT	Burlington, Iowa
WPAK ..	Agricultural College, N. D.	WPAY	Bangor, Maine	WCAX	Burlington, Vt.
WLAY ..	Alaska	KFGC	Baton Rouge, La.	WNAR	Butler, Mo.
WNJ	Albany, N. J.	KFGY	Baudette, Minn.	KFAP	Butte, Mont.
KFFY	Alexandria, La.	WTP	Bay City, Mich.	WRP	Camden, N. J.
KGO	Altadena, Calif.	WMAM	Beaumont, Texas	WFAQ	Cameron, Mo.
WGAW	Altoona, Pa.	KDZR	Bellingham, Wash.	WCAD	Canton, N. Y.
WRAU	Amarillo, Texas	WLAK	Bellows Falls, Vt.	WWB	Canton, Ohio
WQAC	Amarillo, Texas	WPAR	Beloit, Kan.	WSAB	Cape Girardeau, Mo.
WDAG	Amarillo, Texas	WKAW	Beloit, Wis.	WCAZ	Carthage, Ill.
WOI	Ames, Iowa	WOAG	Belvidere, Ill.	KFDF	Casper, Wyo.
WPAS	Amsterdam, N. Y.	KRE	Berkeley, Calif.	KFCQ	Casper, Wyo.
WABC	Anderson, Ind.	KQI	Berkeley, Calif.	WMAC	Cazenovia, N. Y.
WQAJ	Ann Arbor, Mich.	KFGZ	Berrien Springs, Mich.	WKAA	Cedar Rapids, Iowa
WMAX	Ann Arbor, Mich.	KFCH	Billings, Mont.	WJAM	Cedar Rapids, Iowa
WBL	Anthony, Kan.	WIAV	Binghamton, N. Y.	WCAX	Centerville, Iowa
WGAA	Ardmore, Okla.	WSY	Birmingham, Ala.	WNAQ	Charleston, S. C.
KFGL	Arlington, Ore.	KFAU	Boise, Idaho	WOAH	Charleston, S. C.
WFAJ	Asheville, N. C.	KFFB	Boise, Idaho	WFAZ	Charleston, S. C.
WGM	Atlanta, Ga.	KFDD	Boise, Idaho	WPAZ	Charleston, W. Va.
WSB	Atlanta, Ga.	KFGQ	Boone, Iowa	WBT	Charlotte, N. C.
WEAD	Atwood, Kan.	WNAC	Boston, Mass.	KFGP	Cheney, Kan.
WMAV	Auburn, Ala.	KFAJ	Boulder, Colo.	WBU	Chicago, Ill.
WNAS	Austin, Texas	WNAB	Bowling Green, Ky.	WAAF	Chicago, Ill.
WCM	Austin, Texas	KFDO	Bozeman, Mont.	WMAQ	Chicago, Ill.
KFDA	Baker, Ore.	WKAX	Bridgeport, Conn.	WJAZ	Chicago, Ill.
KDZB	Bakersfield, Calif.	KFDY	Brookings, S. D.	WSAH	Chicago, Ill.
WEAR	Baltimore, Md.	WSAL	Brookville, Ind.	WWAY	Chicago, Ill.
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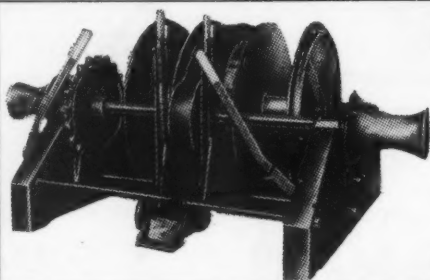
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WRAC	St. Louis, Mo.	WBZ	Springfield, Mass.	WAC	Waco, Texas
WEW	St. Louis, Mo.	WIAI	Springfield, Mo.	WPAA	Wahoo, Neb.
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KDZX	San Francisco, Calif.	WNAN	Syracuse, N. Y.	WHAC	Waterloo, Iowa
KPO	San Francisco, Calif.	WFAB	Syracuse, N. Y.	WMAR	Waterloo, Iowa
KFDB	San Francisco, Calif.	WLAH	Syracuse, N. Y.	WPAH	Waupaca, Wis.
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WGAQ	Shreveport, La.	WRM	Urbana, Ill.	WRAV	Yellow Springs, Ohio
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